

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

April 28, 1998

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Jim Matteson, Phoenix, Chairman	Tom Buick, Maricopa County
Victor Mendez, ADOT	Jeff Martin, Mesa
Debbie Kohn for William Bates, Avondale	David Moody, Peoria
Patrice Kraus, Chandler	*Tom Murch, Queen Creek
*Randy Harrel, Fountain Hills	Sylvia Simpson for Ken Driggs, RPTA
Tami Ryall for Gary Thomas, Gilbert	Steve Hogan, Scottsdale
Ken Martin, Glendale	*Bill Parrish, Surprise
*Harvey Krauss, Goodyear	Harvey Friedson, Tempe
Mike Cartsonis, Litchfield Park	

EX-OFFICIO MEMBERS ATTENDING

*Patrick McDermott, Chandler	*Mike Branham, Surprise
*Ron Krosting, Mesa	*Dave Berry, Swift Transportation Company

* Members neither present nor represented by proxy.

OTHERS PRESENT

Michael Bruder, ADOT	John Farry, MAG
Chuck Eaton, ADOT	Terry Johnson, MAG
Vince Li, ADOT	Paul Ward, MAG
Dan Cook, Chandler	Mike Dawson, Maricopa County
Karrin Kunasek Taylor, Kane Jordan et. al	Mike Sabatini, Maricopa County
Eric Anderson, MAG	Toby Block, Pivotal Group
Cathy Arthur, MAG	Teri Collins, RPTA
Dawn Coomer, MAG	

1. Call to Order

Chairman Jim Matteson called the meeting to order at 10:07 a.m.

2. Approval of Minutes of March 24, 1998 and March 31, 1998

Jeff Martin moved for approval of the minutes, Patrice Kraus seconded the motion, and the motion passed unanimously.

3. Approval of Consent Agenda

Jeff Martin requested that agenda item 7 be removed from the consent agenda. Steve Hogan moved to approve the consent agenda, with the exception of item 7. David Moody seconded the motion, and the motion passed unanimously.

*4. Value Lane Study

In January 1998, the MAG Regional Council approved partnering with Arizona Department of Transportation (ADOT) to undertake a Value Lane Study for the MAG Freeway System. The Study will include an analysis to update plans for High Occupancy Vehicle (HOV) facilities and to assess the feasibility of High Occupancy Toll (HOT) lanes. A Steering Committee with ADOT, Regional Public Transportation Authority (RPTA), and MAG staff will provide internal review of this project. Overall input will be provided by the TRC with participation by representatives from ADOT, Federal Highway Administration (FHWA), and the Department of Public Safety (DPS).

A draft Request for Proposals (RFP) has been prepared. A copy of this draft is available on request.

*5. Red Letter Notifications

In February 1995, the Regional Council approved a Red Letter Process in with MAG member agencies notify ADOT of potential development activities in freeway alignments, including actions on plans, zoning and permits. The purpose of this process is to coordinate actions to help prevent new development from being built in the future freeway right-of-way. The last notifications received from ADOT were in July 1997. The current notifications were included in an attachment to the agenda.

*6. Citizen Transportation Oversight Committee 1997 Annual Report

The Citizens Transportation Oversight Committee (CTOC) met seven times in 1997. Critical issues that were addressed by the Committee included: (1) Landscape Guidelines, (2) Financial Compliance Audit, (3) Regional Freeway Performance Audit, (4) Proposed changes to CTOC law, (5) Mitigation for loss of recreational lands, and (6) Life Cycle Program review. A copy of the CTOC 1997 Annual Report is available on request.

*7. Status Report on ADOT I-10 Phoenix to Tucson Gateway Corridor Profile Study

Terry Johnson addressed the committee, explaining that the contract was just awarded for this study which examines a corridor between downtown Phoenix and downtown Tucson. He noted that funding for a design concept report for a portion of this corridor has been programmed. He added that MAG

staff met with ADOT to express concerns including the need to start on a collector /distributor system between Baseline Road and the Hohokam.

Jim Matteson asked if the study will consider HOV lanes on US 60, and Terry responded that it would. Jeff Martin requested that the completed study come back to the TRC, and Victor Mendez responded that ADOT could work with MAG to place this item on future agendas. Harvey Friedson asked to be apprized of major milestones of the study as well.

8. Upcoming Management Agenda Items

Terry Johnson addressed the committee. He stated that the Grand Avenue Study could be recommended to continue to an MIS. He added that the study will likely focus between Loop 101 and I-17, and that DCRs and environmental assessment (EA) could be focused at the Thomas and Camelback interchanges. Other items addressed at the next Management Committee meeting include red letter notifications, material change policy for freeways, and an update on the status of 536 and HPMS forms. Items for future Management Committee agendas could include closeout of federal funding and an update of the process to program MAG federal funds.

9. Report by MAG Freeway Program Management

Eric Anderson addressed the committee, and noted that this agenda item could be largely addressed under the next agenda item.

10. Material Change Policy for the MAG Regional Freeway Program

Eric Anderson addressed the committee, explaining the three portions of the material change policy. He noted that material changes will be brought to TRC as information items. Tom Buick asked if the threshold for material changes should be increased to 10 percent, and Jim Matteson added that the public may not think that \$2.5 million is insignificant. Eric suggested trying the new policy to see how it would work, and revisit the issue if there seemed to be problems.

Eric continued by describing the second portion of the policy which addressed enhancements. Victor Mendez added that most projects deal with enhancements, and that an understanding is needed to prevent delay on many projects. Harvey Friedson noted that many of the disagreements are prompted by disagreement on ADOT standards, not just concerns over who should pay for changes: ADOT or local jurisdictions. Jim Matteson added that citizens often disagree with ADOT standards, citing noise along SR 51 as an example. David Moody suggested that the TRC receive a copy of these standards to discuss them. Steve Hogan questioned the logic of this, asking whether standards need to be known or need to be revised. The committee discussed this issue at length.

Eric Anderson continued by discussing the material schedule change portion of the new policy. The committee discussed whether item 3 under the section discussing material schedule changes was necessary. Steve Hogan moved to delete item 3, and Jeff Martin seconded the motion. The motion passed, with Ken Martin and Harvey Friedson dissenting. Jeff Martin moved to approve the policy, given

the changes discussed by the committee. Steve Hogan seconded the motion, and the motion passed unanimously.

Eric Anderson continued by noting that changes with the Red Mountain EIS were being monitored. Jeff Martin added that ADOT is working with FHWA and Mesa to possibly change the alignment back to the 1988 alignment. Victor Mendez cautioned that all federal agencies involved would need to be convinced of the new alignment change.

11. Status Report on Submittal of Finance Forms and Highway Performance Management System Data

Paul Ward addressed the committee, and distributed a table showing which jurisdictions had submitted the two forms of data. He added that Peoria's data had been received since the table was created.

12. PM-10 Control Measures for Unpaved Roads and Shoulders

Cathy Arthur addressed the committee and began by explaining the background of HB 2637. She noted that the bill will require cities to develop and implement plans to stabilize unpaved roads and shoulders by January, 2000. Performance goals, criteria and reporting requirements must be established as well. Ken Martin asked if this rule applies to all agencies in Area A, and Cathy responded that it would. Jim Matteson asked how Area A was defined. Cathy responded that the boundaries of Area A are currently being debated in the legislature, and the main issue is determining where the western boundary should end.

Cathy added that according to EPA, the PM-10 standards must be met as soon as possible, and no later than 2006. MAG will need commitments to implement from members by the end of July. She noted that MAG can provide much data to members which can help to target streets and shoulders requiring stabilization, including traffic counts, PM-10 concentrations and soil texture maps. She added that the PM-10 problem monitor readings in 1997 were higher than previous years, which is not the case with CO.

Jim Matteson asked what was being done to have industrial and agricultural activity also provide some relief for the PM-10 problem. Cathy noted that the County is making progress towards better enforcement of Rule 310, which addresses construction sources. In addition, agricultural interests are being addressed through a separate legislative bill to encourage best management practices.

Cathy then discussed the Moderate Area PM-10 Federal Implementation Plan, which EPA proposed in April, 1998. Cathy referred to background material provided in the agenda attachments. She added that the EPA will be creating an inventory of unpaved roads and streets. Ken Martin asked about the use of street sweepers to address the PM-10 problem. Cathy responded that the most stringent, feasible measures in the entire nation are required in this region to address PM-10, and PM-10 efficient sweepers represent one of these most stringent measures. She noted that a pilot test of sweepers would be conducted by MAG with participation by MAG members, and that details concerning this pilot would be forthcoming.

13. 303 Status Report and Right-of-Way Deed Restrictions

Mike Dawson addressed the committee to give background on this agenda item. He reviewed typical cross-sections for the ultimate six-lane expressway and interim facilities. He gave a draft proposal of when improvements would need to be made based on projected traffic volumes, and provided cost estimates for construction and operations. He concluded by noting that the fifth year of the capital program has funding for a connection between 303 and I-10 through Goodyear. The connection will be a joint project with Goodyear.

Mike Cartsonis asked what type of facility will be used for the connection in Goodyear. Mike responded that a DCR needed to be done, and that the facility type depends on future land use in the area. Terry Johnson asked about deed restrictions east of Lake Pleasant, and Victor Mendez responded that the ADOT board will address this issue at their meeting next month.

14. HOV Connections at the SR 51/Loop 202/I-10 Interchange

Vince Li addressed the committee to summarize background material as provided in agenda attachments. John Farry noted that Wulf Grote raised concerns about the proposed connector. Wulf's primary concern related to HOV connection to downtown via either I-10 or Washington. Steve Hogan asked why so little traffic was going downtown based on the diagrams in the agenda attachments. Vince responded that only HOV traffic was shown. Terry Johnson added that the design concept needed to consider land use issues. Jim suggested comparing actual HOV traffic counts and simulated data.

15. Legislative Update

Jeff Martin addressed the committee, and began by referring to agenda item 13. He asked if MCDOT could send a report to him addressing the fiscal impacts of the proposed expressway. He then continued by describing the status of legislative issues. He noted that issues related to HB 2564, which would limit the authority of MAG to plan freeways. He noted that this bill did not have much support originally, but has now been added to SB 1209 which addresses reauthorization of ADOT, among other issues. He noted that many bills were being intertwined, and that the state infrastructure bank bill was doing well in both houses.

16. Report on Transit Issues

John Farry reported on the status of the Central Phoenix/East Valley MIS, noting that the document was nearing completion and that the FTA was preparing to release funds for the preliminary engineering and environmental impact statement (PE/EIS) work. He added that an RFQ for consultants to complete the PE/EIS were due to RPTA by May 11. He added that the Phoenix/Glendale MIS is just beginning. Background work has been done, and initial alignments and technologies are being reviewed.

17. ISTEA Status Report on Reauthorization

John Farry stated that the House and Senate had selected a conference chairman, and that the amount of the reauthorization may go below the minimum of both proposals. He noted that there were problems

in coming to consensus on the final package, and that agreement would likely not be reached for 30 to 60 days. Steve Hogan asked what would occur until a new bill is passed, and John responded that existing expenditures can be paid.

18. Status Report on Process for the Selection of Projects for MAG Federal Funds

A sub-committee meeting to discuss this item is scheduled for May 5 at 10:00 a.m. at MAG.

19. Next Meeting Dates

The next meeting is scheduled for May 26 at 10:00 a.m. at MAG.

The meeting was adjourned at 12:05 p.m.